

INSTALLATION INSTRUCTION



Suspension System **RS6582B**



Tahoe/Yukon

IMPORTANT NOTES!

WARNING: This suspension system will enhance the off-road performance of your vehicle. It will handle differently, both on and off-road, from a factory equipped passenger car or truck. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers. Failure to drive this vehicle safely may result in serious injury or death to the driver and passengers. **ALWAYS WEAR** your seat belts, **REDUCE** your speed, and **AVOID** sharp turns and other abrupt maneuvers.

A. To reduce front drive shaft vibration, a replacement shaft (part No. 3194-9824) is available from: POWERTRAIN INDUSTRIES 7532 Anthony Avenue, Garden Grove, CA 92841 1-800 798-4585. For vehicles equipped with the **Autoride (Air) Suspension Option**, front shock **RS999799** and rear shock relocater kit **RS6202** must be installed.

B. Before installing this system, have the vehicle's alignment and frame checked by a certified technician. The alignment must be within factory specifications and the frame of the vehicle must be sound (no cracks, damage or corrosion).

C. Do not install a body lift kit with this suspension system or interchange Rancho components with parts from another manufacturer. New Rancho shock absorbers are required and must be purchased separately. Front shocks: RS999786 or RS999799, Rear shocks: RS999274

D. Do not powdercoat, chrome, cadmium, or zinc plate any of the components in this system. To change the appearance of components, enamel paint can be applied over the original coating.

E. Welding on a car creates an electrical charge throughout the body and frame. Disconnect the vehicle's battery prior to any welding. Place welding ground clamps as near as possible to the weld. When welding on the frame, never use a vehicle suspension component as a welding ground point.

F. Each hardware kit in this system contains fasteners of high strength and specific size. Do not mix hardware kits or substitute a fastener of lesser strength. See bolt identification table on page 2.

G. Compare the contents of this system with the parts list in these instructions. If any parts are missing, contact the Rancho Technical Department at 1-734-384-7804.

H. Install all nuts and bolts with a flat washer. When both SAE (small OD) and USS (large OD) washers are used in a fastener assembly, place the USS washer against the slotted hole and the SAE washer against the round hole.

I. Apply a drop of thread locking compound to all bolts during installation. CAUTION: Thread locking compound may irritate sensitive skin. Read warning label on container before use.

J. Unless otherwise specified, tighten all nuts and bolts to the standard torque specifications shown in the table below. **USE A TORQUE WRENCH** for accurate measurements.

K. Some of the service procedures require the use of special tools designed for specific procedures. The following tools and supplies are recommended for proper installation of this system: ☒

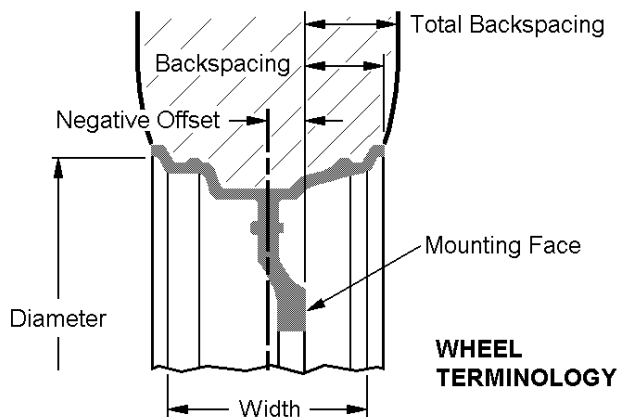
- ☐ Chevrolet Service Manual
- ☐ Coil Spring Compressor
- ☐ Die Grinder
- ☐ Drill motor
- ☐ Assorted Drills: 1/8" through 1/2"
- ☐ Torque Wrench (250 FT-LB capacity)
- ☐ 1/2" Drive Ratchet and Sockets
- ☐ Assorted Combination Wrenches
- ☐ Heavy Duty Jack Stands
- ☐ Wheel Chocks (wooden blocks)
- ☐ Hydraulic Floor Jack
- ☐ Center punch
- ☐ File
- ☐ Reciprocating Saw (to modify frame)
- ☐ Hammer
- ☐ Wire Brush (to clean bracket mounting surfaces)
- ☐ Silicone Spray Lubricant
- ☐ Brake fluid
- ☐ Tape Measure
- ☐ **Safety Glasses** (wear safety glasses at all times)

L. It is extremely important to replace torsion bars, CV flanges, and front drive shaft/pinion relationships as original. Be sure to mark left/right, front/rear, and indexing of mating parts before disassembly. A paint marker or light colored nail polish is handy for this.

M. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature failure of the bushing and maintain ride comfort.

N. The required installation time for this system is approximately 8 hours. Check off the box (☒) at the beginning of each step when you finish it. Then when you stop during the installation, it will be easier to find where you need to continue from.

O. This suspension system was developed using the following tire & wheel combination: BFG All Terrain™ 315/70 R17 tire, 17 x 8 wheel with 5.5 inches of wheel backspacing. Total backspacing is 6.5 inches. **Trimming the bottom corners of the front bumper is required.** 20" OE wheels with 275/65 R20 tires will fit this system. Before installing any other combination, consult your local tire and wheel specialist.



P. Rear axle offset may be noticed on some vehicles. The offset will vary somewhat with vehicle loading. Another factor is how centered the axle was under the body from the factory. For reference, it is recommended that you measure your vehicle's rear axle offset before installation of this kit.

Q. This suspension system will fit both 2WD and 4WD vehicles. If you are installing this system on a 2WD vehicle, omit steps pertaining to the front axle assembly. Also, follow the specific 2WD steps for aft brace installation.

R. Important information for the end user is contained in the consumer/installer information pack. If you are installing this system for someone else, place the information pack on the driver's seat. Please include the installation instructions when you finish.

S. Thank you for purchasing the best suspension system available. For the best-installed system, follow these instructions. If you do not have the tools or are unsure of your abilities, have this system installed by a certified technician. RANCHO SUSPENSION IS NOT RESPONSIBLE FOR DAMAGE OR FAILURE RESULTING FROM AN IMPROPER OR MODIFIED INSTALLATION...

| STANDARD BOLT TORQUE & IDENTIFICATION | | | | | | |
|--|-----------|-----------|---|-----------|------------|------------|
| INCH SYSTEM | | | METRIC SYSTEM | | | |
| Bolt Size | Grade 5 | Grade 8 | Bolt Size | Class 9.8 | Class 10.9 | Class 12.9 |
| 5/16 | 15 FT-LB | 20 FT-LB | M6 | 5 FT-LB | 9 FT-LB | 12 FT-LB |
| 3/8 | 30 FT-LB | 35 FT-LB | M8 | 18 FT-LB | 23 FT-LB | 27 FT-LB |
| 7/16 | 45 FT-LB | 60 FT-LB | M10 | 32 FT-LB | 45 FT-LB | 50 FT-LB |
| 1/2 | 65 FT-LB | 90 FT-LB | M12 | 55 FT-LB | 75 FT-LB | 90 FT-LB |
| 9/16 | 95 FT-LB | 130 FT-LB | M14 | 85 FT-LB | 120 FT-LB | 145 FT-LB |
| 5/8 | 135 FT-LB | 175 FT-LB | M16 | 130 FT-LB | 165 FT-LB | 210 FT-LB |
| 3/4 | 185 FT-LB | 280 FT-LB | M18 | 170 FT-LB | 240 FT-LB | 290 FT-LB |
| 1/2-13x1.75 HHCS D T L X G = Grade Marking (bolt strength) L = Length (inches) D = Nominal Diameter (inches) X = Description (hex head cap screw) T = Thread Pitch (threads per inch) | | | M12-1.25x50 HHCS D T L X P = Property Class (bolt strength) L = Length (millimeters) D = Nominal Diameter (millimeters) X = Description (hex head cap screw) T = Thread Pitch (thread width, mm) | | | |

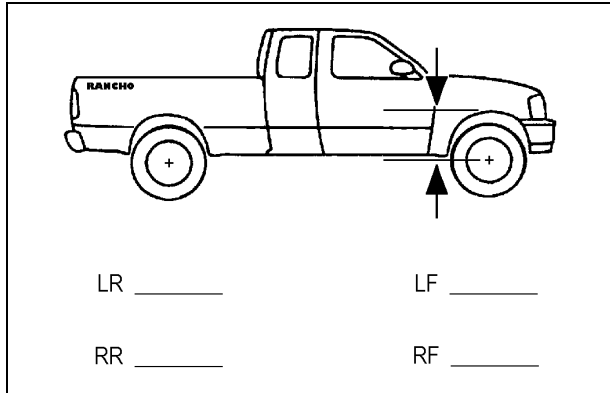
PARTS LIST

| <u>P/N</u> | <u>DESCRIPTION</u> | <u>QTY.</u> | <u>P/N</u> | <u>DESCRIPTION</u> | <u>QTY.</u> |
|------------|-------------------------------|-------------|------------|---------------------------------|-------------|
| | Box 1 of 4 | | | | |
| 176132B | Aft Brace | 2 | 860546 | Subframe Hardware Kit | 1 |
| 176385B | Subframe | 1 | | M16-2.0 x 140 HHCS | 2 |
| | | | | M16-2.0 x 120 HHCS | 2 |
| | | | | M16-2.0 Stover Nut | 4 |
| | | | | M16 Washer | 8 |
| | Box 2 of 4 | | | | |
| 170106 | Brake Hose | 2 | 860547 | Sway Bar Hardware Kit | 1 |
| 176138 | Aft Brace Bracket | 2 | | M10-1.50 x 30 HHCS | 4 |
| 176190 | Link Drop Bracket, Left Rear | 1 | | M10-1.50 x 60 HHCS | 4 |
| 176191 | Link Drop Bracket, Right Rear | 1 | | M10-1.50 x Nyloc Nut | 4 |
| 176193 | Bump Stop Spacer, Rear | 2 | | M10 Washer | 12 |
| 176195 | Sway Bar End Link, Rear | 2 | | Loop Strap | 2 |
| 176235 | Axle Spacer | 2 | | Thread Lock | 2 |
| 176386 | Differential Bracket, Right | 1 | | Tie Wrap | 4 |
| 176387 | Differential Bracket, Left | 1 | 860550 | Front Differential Hardware Kit | 1 |
| 176400 | Sway Bar Bracket | 2 | | M12-1.75 x 50 HHCS | 4 |
| 176392 | Track Bar Relocation Bracket | 1 | | M12-1.75 Stover Nut | 4 |
| 602617 | Outer Tie Rod End | 2 | | M12 Washer | 8 |
| 860176 | Axle Spacer Hardware Kit | 1 | | 1/2 USS Washer | 2 |
| | M10-1.50x60 HHCS | 12 | 860474 | Aft Brace Hardware Kit | 1 |
| | SAE Washer | 12 | 176137 | Nut Bracket | 2 |
| 860412 | End Link Hardware Kit, Rear | 1 | 420042 | .75x.095x2.73 Sleeve | 4 |
| 448 | Sleeve | 4 | 520041 | Bushing | 8 |
| 545 | Bushing | 4 | | 1/2-13x1.00 HHCS | 2 |
| | M12-1.75 x 70 HHCS | 2 | | 1/2-13x4.00 HHCS | 4 |
| | M12-1.75 Nyloc Nut | 2 | | 1/2-13 Stover Nut | 4 |
| | SAE Washer | 2 | | 1/2 SAE Washer | 10 |
| | USS Washer | 2 | | Thread Lock | 1 |
| 860414 | Rear Drop Link Hardware | 1 | 860569 | Brake Line Bracket Kit | 1 |
| | M14-2.00 x 90 HHCS | 2 | 170014 | Brake Line Bracket | 1 |
| | M14-2.00 x 100 HHCS | 2 | | 5/16-18x1.25 HHCS | 1 |
| | M14-2.00 Top Lock Nut | 4 | | 5/16-18 Top lock Nut | 1 |
| | SAE Washer | 8 | | 5/16 SAE Washer | 2 |
| | 1/2-13x1.25 HHCS | 2 | | M8-1.25 x 20 HHCS | 1 |
| | 1/2-13 Stover Nut | 2 | | M8 Washer | 1 |
| | 1/2 SAE Washer | 4 | 94180 | Information Pack | 1 |
| 860415 | Rear Track Bar Hardware Kit | 1 | 780281 | Rancho Decal | 1 |
| 420052 | Sleeve | 1 | 88582 | Instructions | 1 |
| | 9/16-12x4.00 HHCS | 1 | 94119 | Consumer Information | 1 |
| | 9/16-12 Stover Nut | 1 | 94177 | Warning Sticker | 1 |
| | 9/16 SAE Washer | 2 | | | |
| | 7/16-14x1.25 HHCS | 1 | | Box 3 of 4 | |
| | 7/16-14 Stover Nut | 1 | 176475 | Knuckle, Left | 1 |
| | 7/16 SAE Washer | 2 | 176476 | Knuckle, Right | 1 |
| 860416 | Rear Bump Stop Hardware Kit | 1 | | | |
| | 3/8-16 x 1.0 HHCS | 4 | | Box 4 of 4 | |
| | 3/8-16 Stover nut | 4 | 673B | Coil Spring | 2 |
| | 3/8 SAE Washer | 8 | | | |

FRONT SUSPENSION

VEHICLE PREPARATION & SWAY BAR REMOVAL

- 1) ☐ Park the vehicle on a level surface. Set the parking brake and chock rear wheels. Measure and record the distance from the center of each wheel to the top of the fender opening. See illustration #1.

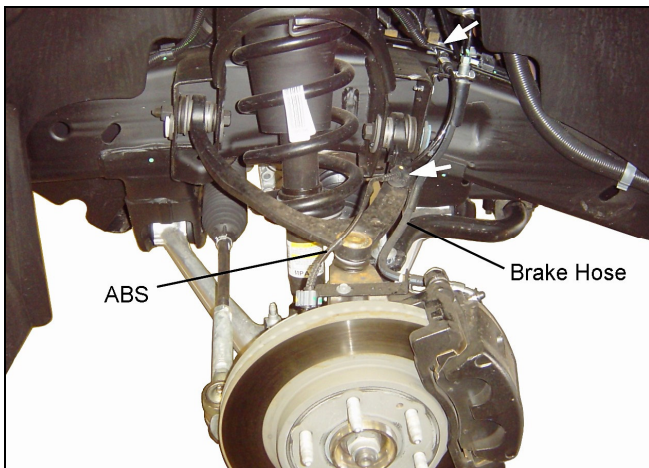


Illus. 1

- 2) ☐ Raise the front of the vehicle and support the frame with jackstands. Remove the front wheels and set them aside.
- 3) ☐ Disconnect the sway bar from the lower control arms. Save end links for reuse.
- 4) ☐ Remove the sway bar frame bracket bolts. Remove the sway bar.

STEERING KNUCKLE, SHOCK ABSORBER, HALF SHAFT (4WD ONLY), & LOWER CONTROL ARM REMOVAL

- 1) ☐ Remove the brake hose and ABS sensor wire from the upper control arm. Disconnect the ABS sensor wire at the frame rail. See illustration 2.



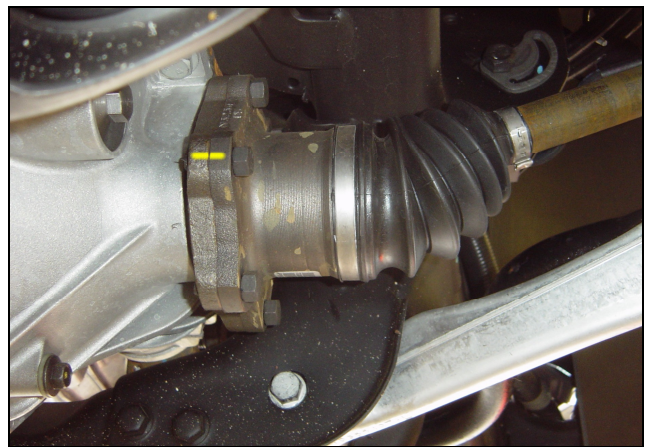
Illus. 2

NOTE: For vehicles equipped with Autoride (Electronic Suspension Control), separate brake hose from sensor link bracket.

- 2) ☐ Remove the brake caliper anchor bolts. Remove the brake caliper and its mounting bracket as an assembly. Hang the caliper assembly with wire or a tie wrap.

CAUTION: Do not allow the caliper to hang by the brake hose.

- 3) ☐ Label the brake rotor left or right. Remove the brake rotor. Remove the half shaft axle nut.
- 4) ☐ Loosen jam nut and remove the nut from the outer tie rod stud. Lightly tap the steering knuckle and disconnect the tie rod end from the knuckle.
- 5) ☐ Loosen the nuts at the upper and lower ball joints. Lightly tap the steering knuckle to disconnect the ball joints.
- 6) ☐ Remove the upper and lower ball joint nuts. Carefully remove the steering knuckle.
- 7) ☐ Index mark the half shaft and front differential flange for installation reference. See illustration 3.



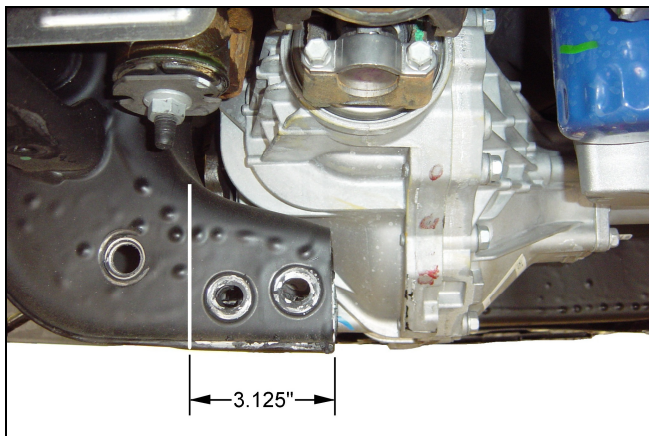
Illus. 3

- 8) ☐ Remove the half shaft flange bolts. Remove the half shaft.
- 9) ☐ Index-mark the shock absorber upper mount, coil spring, and lower mount. Disconnect Electronic Suspension Control connector if applicable.
- 10) ☐ Remove the shock absorber lower bolts. Remove the three shock absorber upper mount to frame nuts. Remove the shock absorber and spring assembly.

- 11) ☐ Remove the lower control arm pivot bolts. Remove the lower control arm.
- 12) ☐ Repeat steps 1 through 11 for the other side.

FRONT DIFFERENTIAL REMOVAL (4WD ONLY)

- 1) ☐ Remove the four bolts that attach the crossmember to the lower control arm rear pockets. Remove the crossmember.
- 2) ☐ Using a reciprocating saw, cut off the driver side crossmember bracket. See illustration 4. File sharp edges and paint exposed metal.



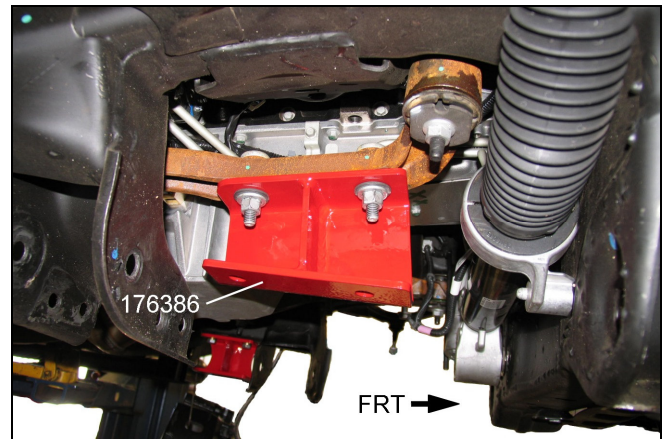
Illus. 4

- 3) ☐ Reference mark the front drive shaft U-joint to the differential yoke. Remove the bolts and retainers from the yoke and slide the shaft rearward to disengage. Tape the bearing cap assemblies and secure the shaft out of the way.
- 4) ☐ Disconnect the electrical connector and the vent hose from the differential assembly.
- 5) ☐ Support the front differential assembly with adjustable jack stands.
- 6) ☐ Remove the upper mounting bolts. Carefully lower and remove the front differential.

FRONT DIFFERENTIAL DROP BRACKET INSTALLATION (4WD ONLY)

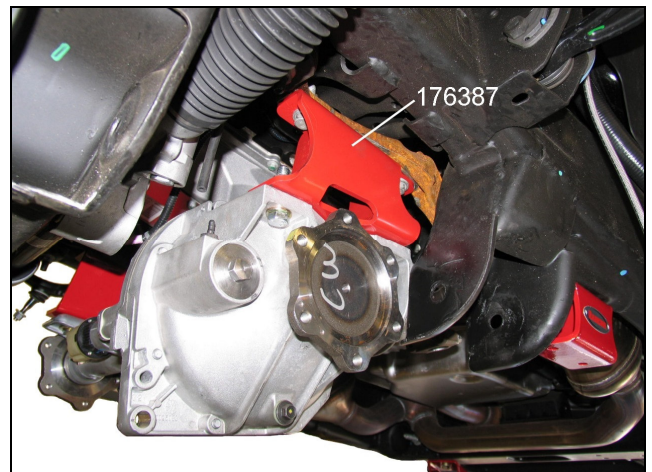
NOTE: When attaching differential drop brackets, face the open side of the bracket toward the passenger side and the larger end toward the front.

- 1) ☐ Attach right drop bracket 176386 to the passenger side differential frame mount with the original hardware. See illustration 5. Tighten nuts and bolts to 65 ft. lbs.



Illus. 5

- 2) ☐ Attach left drop bracket 176387 to the driver side differential frame mount with the original hardware. See illustration 6. Tighten bolts to 65 ft. lbs.



Illus. 6

- 3) ☐ With the help of an assistant, loosely attach the front differential to the installed drop brackets with the hardware from kit 860550. Refer to illustration 6. Install the larger USS washers on the passenger side.
- 4) ☐ Push the differential assembly toward the passenger side. Tighten the nuts and bolts to 65 ft. lbs.

NOTE: Verify that the front differential does not contact the driver side rear frame bracket of the lower control arm. **FAILURE TO PROVIDE CLEARANCE COULD CAUSE DAMAGE TO THE FRONT DIFFERENTIAL ASSEMBLY.**

5) ☐ Reattach the electrical connector and vent hose.

6) ☐ Align reference marks and reattach the front drive shaft U-joint to the differential yoke. Tighten bolts to 22 ft. lbs.

SUBFRAME INSTALLATION

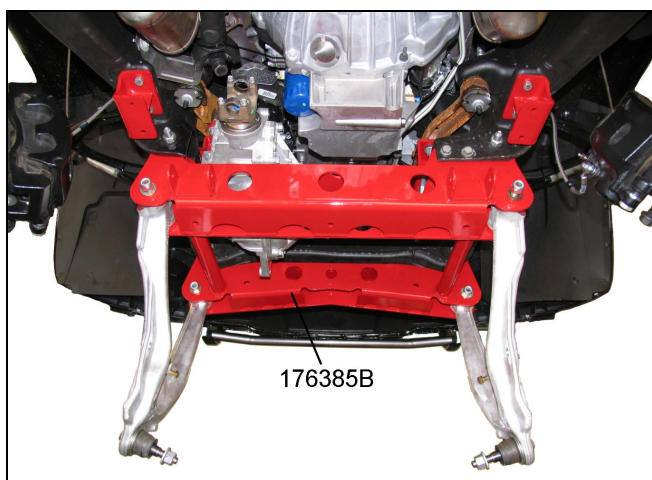
1) ☐ Using a round file, enlarge the inside corners of both lower control arm front brackets. See illustration 7.



Illus. 7

2) ☐ With the help of an assistant, raise the subframe up into the lower control arm frame brackets. Attach the subframe to the brackets with the original hardware. See illustration 8. Tighten the subframe to bracket bolts to 107 ft. lbs.

3) ☐ Loosely attach the lower control arms to the subframe with the hardware from kit 860546.



Illus. 8

COIL SPRING & SHOCK ABSORBER INSTALLATION

NOTE: New shock absorbers are not included with this kit and must be purchased separately. See Important Notes A and C.

1) ☐ Using a quality spring compressor, compress the coil spring until the tension is released from the shock absorber.

2) ☐ Remove the upper mounting nut. Slide the shock absorber out of the spring assembly.

3) ☐ Transfer index mark, lower insulator, and jounce bumper to new Rancho shock absorber.

4) ☐ Insert new shock absorber into spring assembly. Align the index marks and install the original mounting nut. Tighten the nut to 22 ft. lbs. Remove spring compressor.



Illus. 9

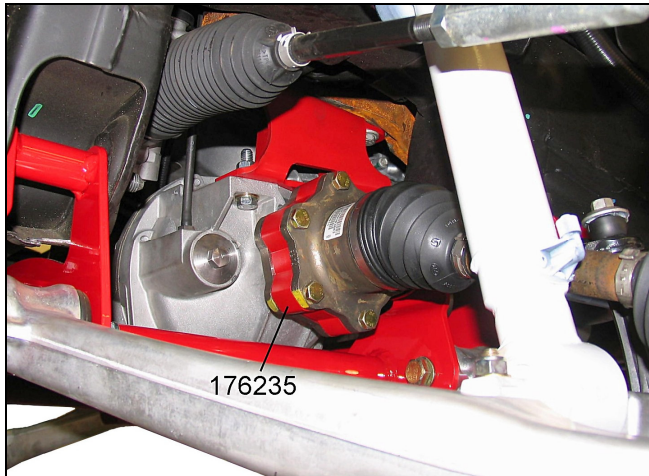
5) ☐ Insert shock absorber assembly into the upper mounting holes. Attach assembly to upper mount with the original nuts. Tighten nuts to 33 ft. lbs.

6) ☐ Attach the Shock absorber lower mount to the lower control arm with original hardware. Tighten nuts and bolts to 45 ft. lbs.

7) For vehicles with Autoride (Electronic Suspension Control), install the resistor kit supplied with shock absorber RS999799.

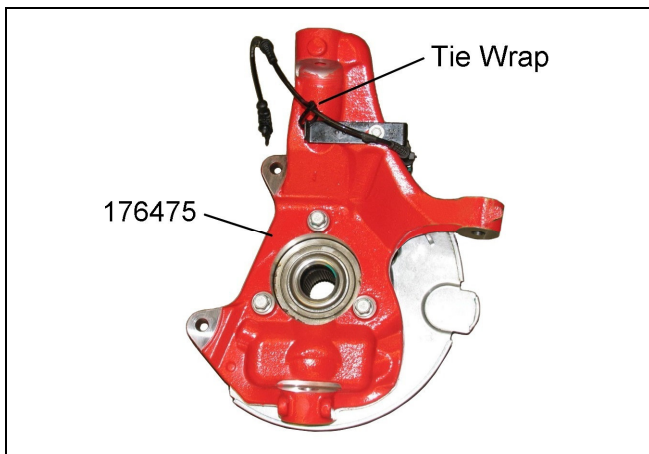
HALF SHAFT (4WD Only), STEERING KNUCKLE & TIE ROD END INSTALLATION

- 1) ☐ Place axle spacer 176235 against the driver side differential flange. Align flange marks and place the half shaft flange against the spacer. Apply thread lock to bolts and attach the half shaft to the differential with the hardware from kit 860176. See illustration 10. Tighten the flange bolts to 58 ft. lbs.



Illus. 10

- 2) ☐ Remove the hub, splash guard and ABS bracket from the driver side steering knuckle. Transfer parts to left steering knuckle 176475 as shown in illustration 11.



Illus. 11

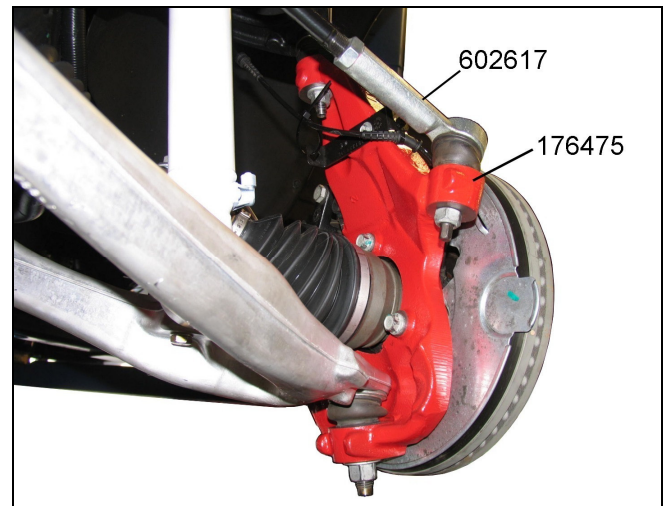
- 3) ☐ Apply thread lock to bolts. Attach the hub and ABS bracket to left steering knuckle 176475 with the original hardware. Tighten the hub mounting bolts to 133 ft. lbs. Attach ABS wire to bracket with the tie wrap from kit 860547.

- 4) ☐ Insert the half shaft into the hub. Attach left steering knuckle 176475 to the lower and upper ball joints with the original hardware. See illustration 12. Tighten the nut on the lower ball joint stud to 74 ft. lbs., and the nut on the upper ball joint stud to 37 ft. lbs.

- 5) ☐ Install the half shaft washer and nut. Tighten nut to 165 ft. lbs.

- 6) ☐ Note the number of exposed threads on the inner tie rod and remove outer tie rod end. Install new tie rod end 602617 to the same location.

- 7) ☐ Attach tie rod end 602617 to steering knuckle 176475 with the supplied nut. Tighten ball stud nut to 33 ft. lbs. Tighten jam nut to 22 ft. lbs.



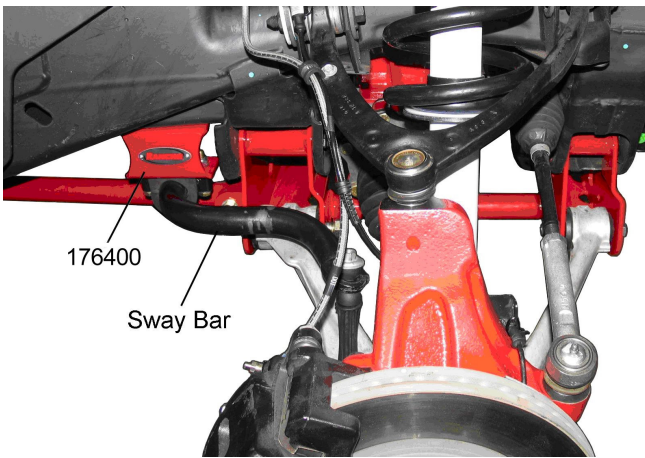
Illus. 12

- 8) ☐ Repeat steps 1 through 7 to install the half shaft, outer tie rod end and right steering knuckle 176476 on the passenger side.

SWAY BAR DROP BRACKET INSTALLATION

- 1) ☐ Using the washers and shorter bolts from hardware kit 860547, attach the sway bar drop brackets (176400) to the frame rails at the original sway bar location. Face open side of bracket inward.

- 2) ☐ Using the washers and longer bolts from hardware kit 860547, attach the sway bar to drop brackets 176400. Tighten mounting bolts to 45 ft. lbs.



Illus. 13

- 3) ☐ Loosely attach the sway bar to the lower control arms with the original end link assemblies.

BRAKE HOSE INSTALLATION

- 1) ☐ Install the brake rotor. Apply thread lock and attach the caliper to the knuckle with the original mounting bolts. Tighten the caliper mounting bolts to 129 ft. lbs.
- 2) ☐ Disconnect the brake tube from the hose at the frame rail. Plug tube to prevent brake fluid seepage.
- 3) ☐ Remove the retainer clip and disconnect the brake hose from the caliper. Discard copper washers. If necessary, cut-off washer from bolt.
- 4) ☐ Attach new brake hose 170106 to the caliper with the original bolt and new washers. Tighten bolt to 38 ft. lbs. See illustration 14.

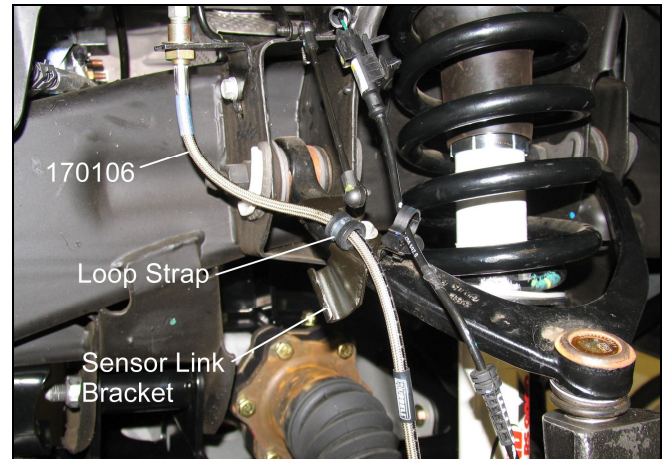


Illus. 14

- 5) ☐ Attach hose to tube at frame bracket. Install retainer clip. Tighten fitting to 18 ft. lbs.

- 6) ☐ Attach the brake hose and ABS wire to the upper control arm with the original bolt and loop strap from kit 860547. Refer to illustration 14. Reconnect ABS wire.

NOTE: For vehicles with Electronic Suspension Control, attach brake hose 170106 to top of sensor link bracket. See illustration 15.



Illus. 15

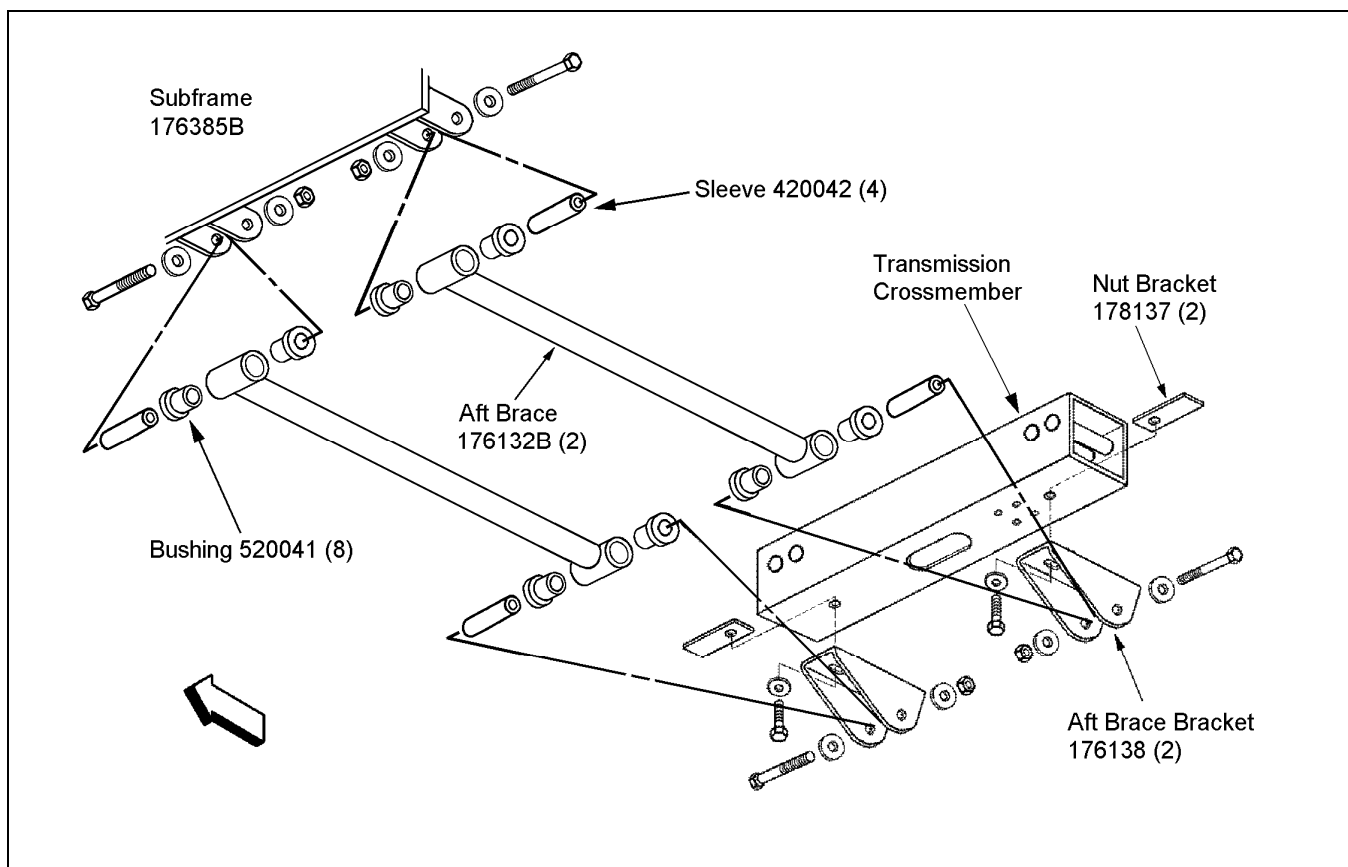
- 7) ☐ Repeat steps 1 through 6 for the other side.
- 8) ☐ Bleed front brakes.

AFT BRACE INSTALLATION

- 1) ☐ Using a silicon spray, lubricate two bushings (520041) and one sleeve (420042) from kit 860474. Press the bushings and sleeve into aft brace 176132B as shown in illustration 16.
- 2) ☐ Repeat step 1 to install the rest of the bushings and sleeves.
- 3) ☐ Loosely attach the aft braces to subframe 176385B with the hardware from kit 860474. See illustration 16.

NOTE: Both aft braces should angle slightly outward from front to rear.

- 4) ☐ If applicable, remove the transfer case skid plate.



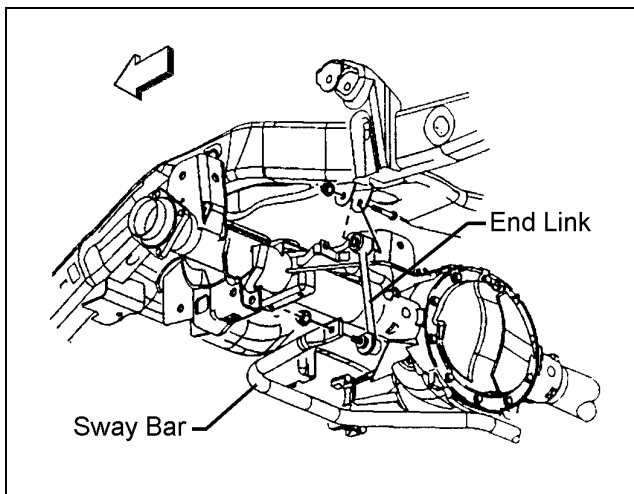
Illus. 16

- 5) ☐ For 2WD vehicles, temporarily attach aft brace bracket 176138 to the aft brace as shown in illustration 16. Using the slotted hole in the bracket as a template mark the mounting hole location on the transmission crossmember. Drill a 1/2" hole at the marked location. Remove bracket. Repeat for other side.
- 6) ☐ Insert nut brackets (178137) inside the crossmember as shown in illustration 16. Align nut brackets over the drilled holes for 2WD vehicles and over the existing holes for 4WD vehicles.
- 7) ☐ Apply thread lock and insert a 1.00" bolt with washer (from kit 860474) through the slotted hole in bracket 176138. Loosely attach bracket to crossmember by threading the bolt into the nut bracket. Repeat for other side.
- 8) ☐ Attach the aft braces to the installed brackets with the hardware from kit 860474. See illustration 16.
- 9) ☐ Tighten the aft brace mounting bolts to 80 FT-LBS then the bracket to crossmember bolts to 65 FT-LBS.
- 10) ☐ If applicable, cut the corner of the skid plate to avoid contact with the aft brace bracket. Reinstall the transfer case skid plate.
- 11) ☐ Install front wheels and lower vehicle to ground. Tighten the lug nuts to 140 ft. lbs.
- 12) ☐ Tighten the lower control arm pivot bolts to 107 ft. lbs. Tighten the sway bar end link bolts to 22 ft. lbs.

REAR SUSPENSION

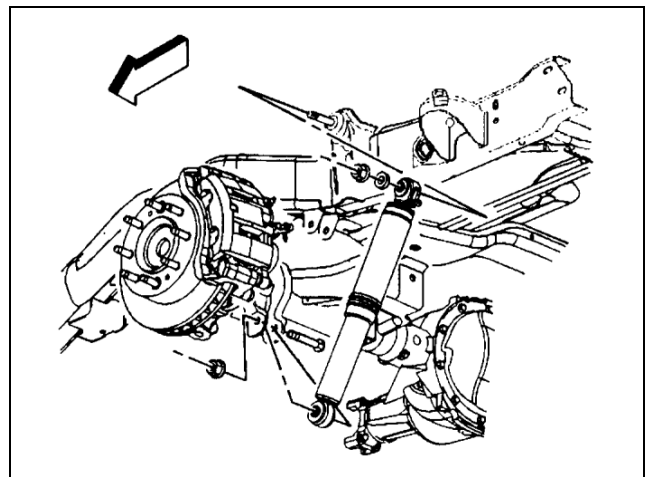
END LINK, SHOCK ABSORBER, & COIL SPRING REMOVAL

- 1) ☐ Chock front wheels. Raise the rear of the vehicle and support the frame with jack stands. Remove the rear wheels.
- 2) ☐ Support the rear axle assembly with a floor jack.
- 3) ☐ Remove the end link nut and bolt from the frame bracket. Remove the end link nut from the ball stud. See illustration 17.
- 4) ☐ Remove the end link.
- 5) ☐ Repeat steps 3 and 4 for the other side.



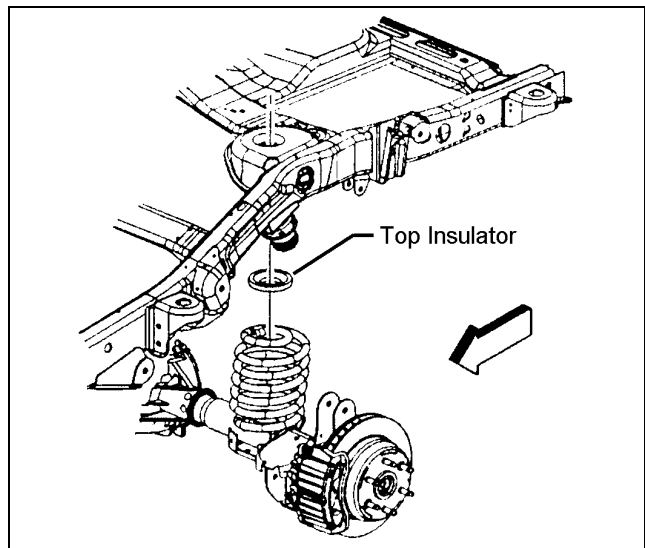
Illus. 17

- 6) ☐ Remove the upper shock absorber nut and bolt. Remove the lower shock absorber nut and bolt. See illustration 18. Remove the shock absorber.
- 7) For vehicles equipped with Autoride, remove upper shock absorber nut and bolt only.
- 8) ☐ Repeat for the other side.



Illus. 18

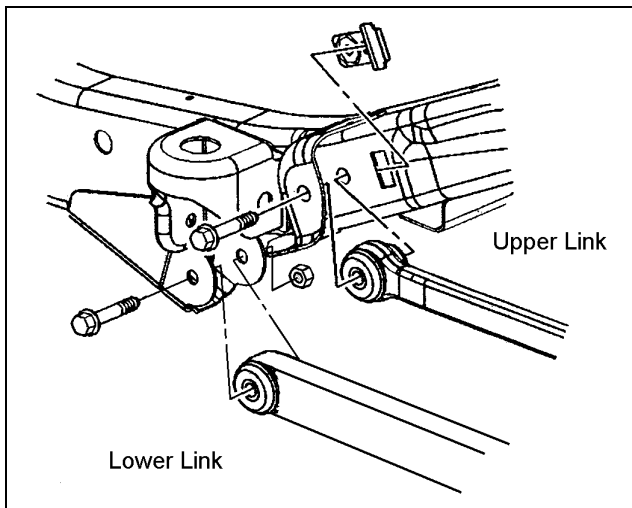
- 9) ☐ Remove the nut and bolt holding the track bar to the rear axle.
- 10) ☐ Remove the bracket holding the brake line junction block to the rear differential. Remove the two bolts attaching the brake line to the left and right sides of the rear axle.
- 11) ☐ Carefully lower the rear axle. Do not allow the axle to hang by any hoses or cables. Remove the coil springs and insulators. See illustration 19.



Illus. 19

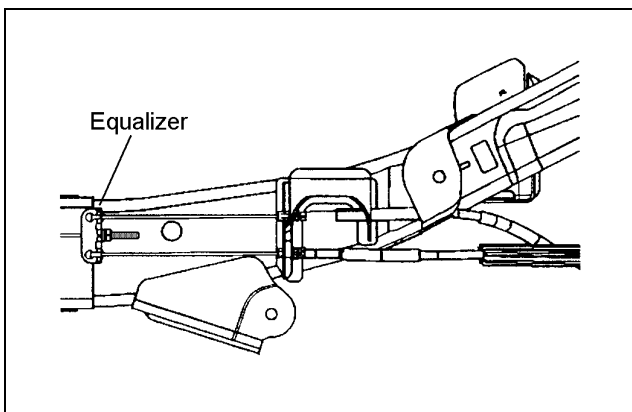
LINK DROP BRACKET & BUMP STOP SPACER INSTALLATION

- 1) ☐ Starting with the driver side, remove the nuts and bolts attaching the upper and lower links to the frame. See illustration 20. Do not detach the links from the passenger side.



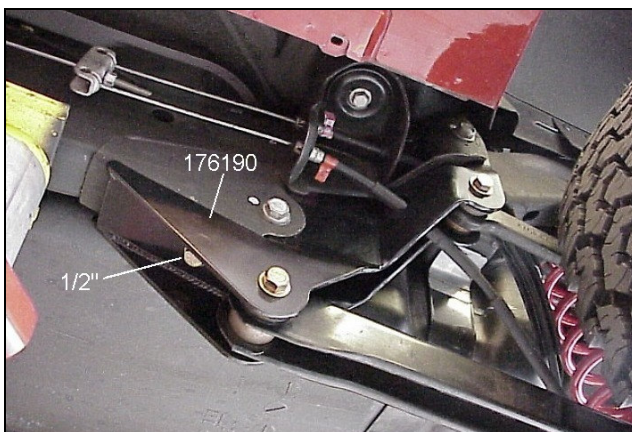
Illus. 20

- 2) ☐ Disconnect the brake cables from the equalizer. See illustration 21. Remove the cables from the mounting bracket by depressing the locking tabs. Slide the upper cable out of the link bracket.



Illus. 21

- 3) ☐ Insert left link drop bracket 176190 into the frame brackets. See illustration 22. Attach the bracket to the frame with the original bolts and the 1/2" hardware from kit 860414.



Illus. 22

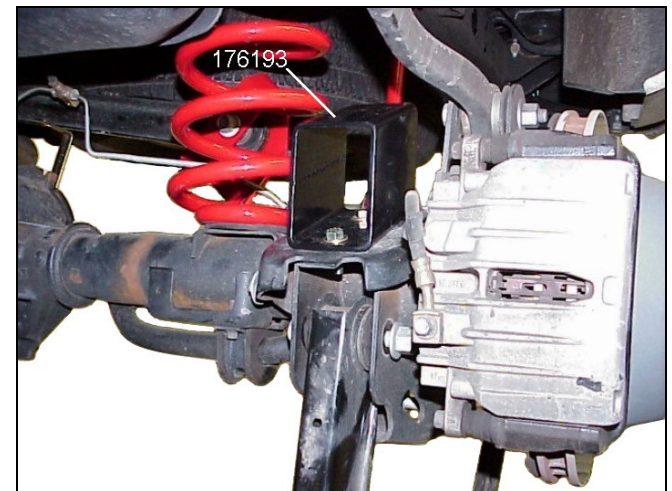
- 4) ☐ Tighten the 1/2" nut and bolt to 65 ft. lbs. and the original bolts to 80 ft. lbs.

- 5) ☐ Loosely attach the upper link to drop bracket 176190 with the 9/16" hardware from kit 860414.

NOTE: Do not attach the lower link or brake cables at this time. Do not tighten the link pivot bolts until the vehicle is at normal ride height.

- 6) ☐ Loosen the bolt attaching the lower link to the axle bracket. Allow the lower link to hang downward.

- 7) ☐ Place bump stop spacer 176193 on top of the lower link axle bracket. See illustration 23. Align the rear hole in the new bracket with the existing hole. Mark the additional mounting hole location.



Illus. 23

- 8) ☐ Remove the spacer and drill a 3/8" hole at the marked location.

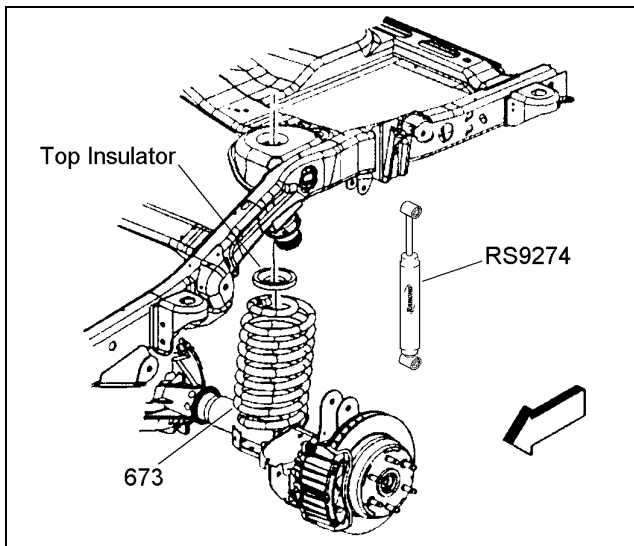
- 9) ☐ Attach bump stop spacer 176193 to the axle bracket with the 3/8" hardware from kit 860416.

- 10) ☐ Loosely attach the lower link to drop bracket 176190 with the 9/16" hardware from kit 860414.

- 11) ☐ Repeat steps 1 through 10, excluding step 2, to install drop bracket 176191 and bump stop spacer 176193 on the passenger side.

COIL SPRING & SHOCK ABSORBER INSTALLATION

- 1) ☐ Place new coil springs (673) with original insulators on the rear axle. Raise the axle and guide the springs into the frame pockets.

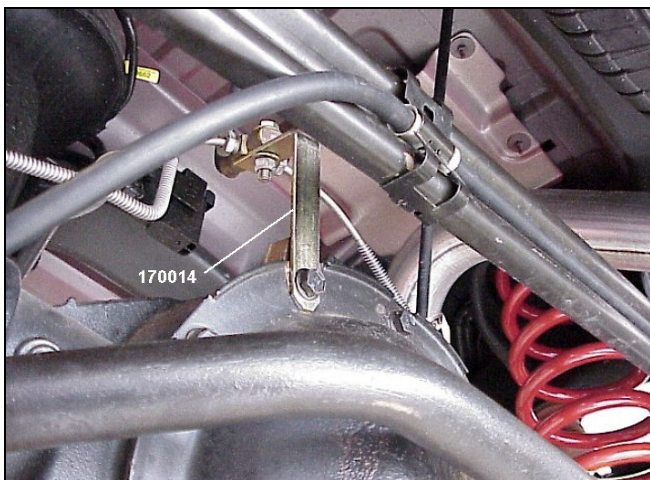


Illus. 24

- 2) ☐ Attach new Rancho shock absorbers to the upper and lower mounts.
- 3) ☐ For vehicles with Autoride, install relocater kit RS6202 and reuse original shock absorbers.
- 4) ☐ Insert the brake cables through the holes in the new drop bracket and into the frame mount until the locking tabs snap into place. Refer back to illustration 21. Attach the cable ends to the equalizer.

BRAKE LINE BRACKET INSTALLATION

- 1) ☐ Attach the new brake line bracket 170014 to the rear differential with the 8mm hardware from kit 860569. See illustration 25.



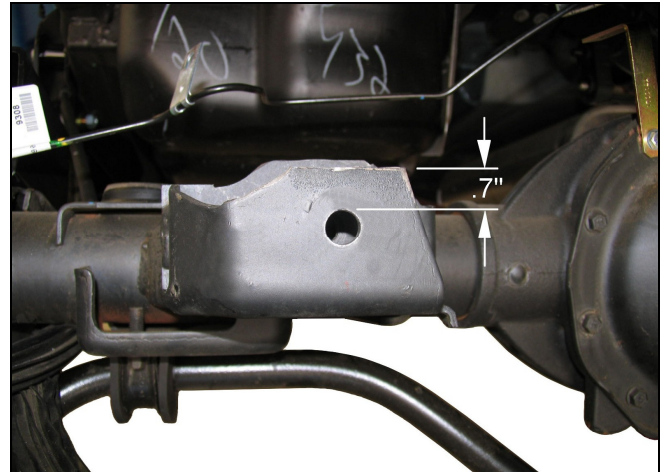
Illus. 25

- 2) ☐ Carefully reshape the brake line and attach the junction block to the top of bracket 170014. Use the 5/16" hardware from kit 860569.

- 3) ☐ Reattach the brake line to the rear axle with the two original bolts.

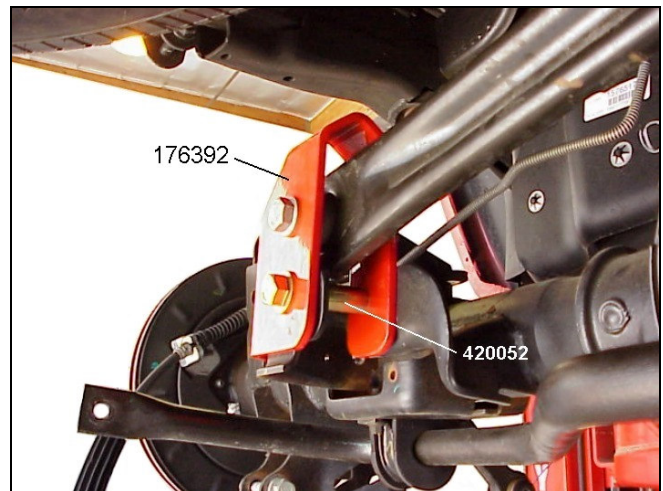
TRACK BAR BRACKET INSTALLATION

- 1) ☐ Cut off the top of the track bar axle bracket as shown in illustration 26.



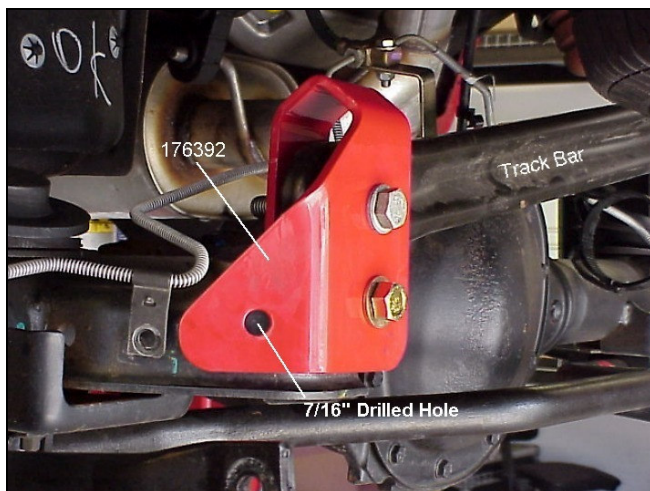
Illus. 26

- 2) ☐ Attach track bar bracket 176392 to the track bar with the original hardware. Insert sleeve 420052 and attach track bar bracket 176392 to the axle bracket with the 9/16" hardware from kit 860415. See illustration 27. **Modify the OE nut bracket to fit.**



Illus. 27

- 3) ☐ Drill a 7/16" hole through the axle bracket at the location shown in illustration 28. Install the additional 7/16" hardware from kit 860415.

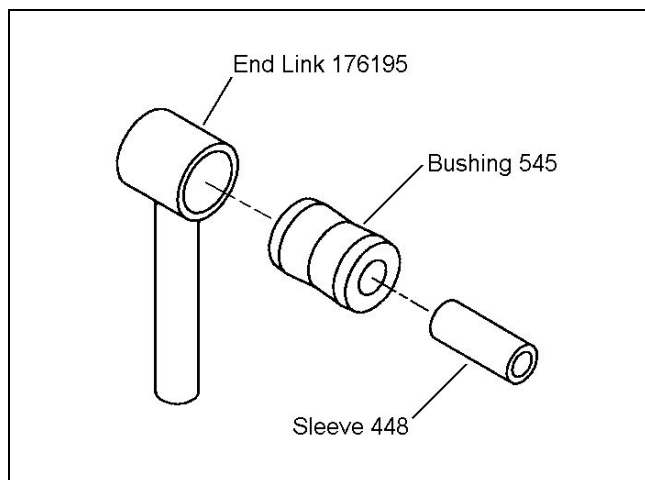


Illus. 28

- 4) ☐ Tighten the 9/16" bolt to 77 ft. lbs. and the 7/16" bolt to 45 ft. lbs. Do not tighten the original track bar bolt until the vehicle is at normal ride height.

SWAY BAR END LINK ASSEMBLY & INSTALLATION

- 1) ☐ Apply silicone lubricant and press bushing 545 into sway bar end link 176195. See illustration 29. Apply silicone lubricant and press sleeve 448 into the installed bushing.



Illus. 29

- 2) ☐ Repeat step 1 to install the rest of the bushings and sleeves.
- 3) ☐ Attach the end link assembly to the frame bracket with the original bolt. Attach the sway bar to the end link with the 12mm hardware from kit 860412. See illustration 30.



Illus. 30

- 4) ☐ Repeat step 3 for the other side. Do not tighten the end link bolts until the vehicle is at normal ride height.
- 5) ☐ Install rear wheels and lower vehicle to ground. Tighten lug nuts to 140 ft. lbs.
- 6) ☐ Tighten the end link bolts to 24 ft. lbs. Tighten the track bar bolt to 77 ft. lbs. Tighten the upper link arm bolts to 77 ft. lbs and the lower link arm bolts to 89 ft. lbs.

FINAL CHECKS & ADJUSTMENTS

- 1) ☐ Turn the front wheels completely left then right. Verify adequate tire, wheel, and brake hose clearance. Inspect steering and suspension for tightness and proper operation.
- 2) ☐ With the suspension at maximum extension (full droop), inspect and rotate all axles and drive shafts. Check for binding and proper slip yoke insertion. The slip yoke should be inserted a minimum of one inch into the transfer case and/or transmission.
- 3) ☐ Ensure that the vehicle brake system operates correctly. If new brake hoses were installed, verify that each hose allows for full suspension movement.
- 4) ☐ Readjust headlamps. Have vehicle Aligned at a certified alignment facility.

Recommended Alignment Specifications

Caster (degrees): $4.5^{\circ} \pm 1.0^{\circ}$
 Camber (degrees): 0° - neg $.3^{\circ}$
 Sum Toe In (degrees): $.1^{\circ} \pm .2^{\circ}$

Please retain this publication for future reference.
 See Important Note R.